TIME TABLE

FOR THE

VISALIA ELECTRIC RAILROAD CO.

To Take Effect Sunday, June 2, 1918, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

PAUL SHOUP,
President.

F. W. WEBSTER,
General Manager.

VISALIA ELECTRIC & S. P. CO.

Eastward — VISALIA—ELDERWOOD. — FIRST CLASS — Time Table No. 29 — June 2, 1918

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	154 Fresno Exeter Motor	514 Visalia Electric Passenger	88 Coalinga Exeter Fresno Passenger	512 Visalia Electric Passenger	510 Visalia Electric Passenger	508 Visalia Electric Passenger	94 S. P. Co. Coalinga Exeter Porterville Passenger	506 Visalia Electric Passenger	504 Visalia Electric Passenger	502 Visalia Electric Passenger	Distance from Visalia		STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles		
46	s 11.10PM	9.15PM	s 7.35PM	6.50PM	3.45PM	1.55PM	10.20AM	9.40AM	8.36AM		0.0	D-R	VISALIA
											0.1		
											0.1		A. T. & S. F. CROSSING
	f 11.17	f 9.23	7.42	f 6.58	f 3.53	f 2.03	10.27	f 9.48	f 8.43		2.0		AMBLER (Spur)
											2.1		RECTOR
13	f 11.22	s 9.29	f 7.47	s 7.04	s 3.59	s 2.09	f 10.32	s 9.54	s 8.49		1.7	D	FARMERSVILLE
	f 11.25	f 9.32	7.50	f 7.07	f 4.02	f 2.12	10.34	f 9.57	f 8.52		1.2		GIANT OAK
	f 11.27	f 9.34	7.52	f 7.09	f 4.04	f 2.14	10.36	f 9.59	f 8.54		0.9		LUNA
63	s 11.35PM	s 9.40 9.50	s 8.00PM	7.15PM	s 4.10 4.15	s 2.20PM	s 10.42AM	s 10.05 10.10	s 9.00AM	6.15AM	2.1	DN-R	EXETER
											1.0		A. T. & S. F. CROSSING
4		f 9.56			f 4.21			f 10.16		f 6.21	11.1		
7		f 9.59			f 4.24			f 10.19		f 6.24	0.8		WIRT'S (Spur)
20		f 10.02			f 4.27			f 10.22		f 6.27	11.9		
20		f 10.05			f 4.30			f 10.25		f 6.30	1.0		COCOAMITA
8		f 10.10			f 4.35			f 10.30		f 6.35	12.9		
30		s 10.18			s 4.43			s 10.38		6.43	1.2		MERRYMAN
											14.1		
36		f 10.24			f 4.49			f 10.44		f 6.49	1.1		YOKOHL
22		10.30PM			s 4.55			s 10.50		s 6.55	15.2		
					4.57			10.52		6.57	2.4		LINDCOVE (Spur)
40					f 5.02			f 10.57		s 7.02	17.6		
					s 5.07PM			11.02AM		s 7.07AM	3.4		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	21.0	D-R	LEMON COVE
											0.4		
											21.4		CITRO JUNC.
											2.5		
											23.9		NARANJO
											2.2		
											26.1	D	WOODLAKE
											0.8		
											26.9		WOODLAKE JUNC.
											2.3		
											29.1		ROSE ST. STATION
											2.2		
											31.4		ELDERWOOD
											(31.4)		
	(0.25)	(1.15)	(0.25)	(0.25)	(1.22)	(0.25)	(0.22)	(1.22)	(0.24)	(0.52)			Time over District
	24.24	24.09	24.24	24.24	24.46	24.24	27.59	24.46	25.33	24.57			Average speed per hour

Westward trains are superior to trains of the same class in opposite direction.
Exceptions: No. 502 is superior to No. 503; No. 506 to No. 507; No. 510 to No. 511; No. 514 to No. 515; between Exeter and Elderwood.
Exceptions: No. 504 is superior to No. 505; No. 512 to No. 513; No. 154 to No. 69 between Exeter and Visalia.

VISALIA ELECTRIC RAILROAD CO.

Eastward — WOODLAKE JUNC.—REDBANKS. — Time Table No. 29 — June 2, 1918 — REDBANKS—WOODLAKE JUNC. — Westward

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	Distance from Woodlake Junc.	STATIONS	Distance from Redbanks
	Miles		Miles
	.0	WOODLAKE JUNC.	2.1
		1.1	
	1.1	A. T. & S. F. CROSSING	1.0
		1.0	
36	2.1	REDBANKS	0.0
		(2.1)	

..... Time over District .....
..... Average speed per hour .....

ELDERWOOD—VISALIA. Westward

FIRST CLASS

Time Table No. 29

June 2, 1918

	STATIONS	Miles	503 Visalia Electric Passenger	505 Visalia Electric Passenger	507 Visalia Electric Passenger	509 Visalia Electric Passenger	97 S. P. Co, Porterville Coalinga Passenger	511 Visalia Electric Passenger	513 Visalia Electric Passenger	87 S. P. Co. Oil Fields Flyer	515 Visalia Electric Passenger	69 Exeter Goshen June Motor
		Distance from Elderwood	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
D-R	**VISALIA**	31.4	s **8.30**AM	s **9.35**AM	s 1.30PM	s **3.35**PM	s 6.15PM	s **6.45**PM	s 8.01PM	s 10.10PM		12.10AM
	0.1											
	A. T. & S. F. CROSSING	31.3										
	2.0											
	AMBLER (Spur)	29.3	f 8.22	f 9.27	f 1.22	f 3.27	6.07	f 6.37	f 7.53	10.02		12.02AM
	2.1											
	RECTOR	27.2										
	1.7											
D	FARMERSVILLE	25.5	s 8.16	s 9.21	s 1.16	s 3.21	f 6.01	s 6.31	s **7.47**	9.56		f 11.56PM
	1.2											
	GIANT OAK	24.3	f 8.13	f 9.18	f 1.13	f 3.18	5.58	f 6.28	f 7.44	9.54		f 11.53
	0.9											
	LUNA	23.4	f 8.11	f 9.16	f 1.11	f 3.16	5.56	f 6.26	f 7.42			
	2.1											
DN-R	**EXETER**	21.3	s 8.05 s 8.02	**9.10**AM	s 1.05 s 1.00	3.10PM	5.50PM	s 6.20 s 6.15PM	7.36PM	**9.48**PM	s 11.08PM	**11.40**PM
	1.0											
	A. T. & S. F. CROSSING	20.3										
	0.8											
	WIRT'S (Spur)	19.5	f 7.56		f 12.54			f 6.09			f 11.02	
	1.0											
	COCOAMITA	18.5	f 7.53		f 12.51			f 6.06			f 11.00	
	1.2											
	MERRYMAN	17.3	f 7.50		f 12.48			f 6.03			f 10.57	
	1.1											
	YOKOHL	16.2	f 7.47		f 12.45			f 6.00			f 10.54	
	2.4											
	LINDCOVE (Spur)	13.8	f 7.42		f 12.40			f 5.55			f 10.49	
	3.4											
D-R	LEMON COVE	10.4	s 7.34		s 12.32			s 5.47			s 10.42	
	0.4											
	CITRO JUNC.	10.0										
	2.5											
	NARANJO	7.5	f 7.28		f 12.26			f 5.41			f 10.36	
	2.2											
D	WOODLAKE	5.2	s 7.22		s 12.20			s 5.35			**10.30**PM	
	0.5											
	WOODLAKE JUNC.	4.5	7.20		12.18			5.33				
	2.3											
	ROSE ST. STATION	2.2	f 7.15		f 12.13			f 5.28				
	2.2											
	ELDERWOOD	0.0	**7.10**AM		12.08PM			5.23PM				
	(31.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.17)	(0.25)	(1.17)	(0.25)	(0.25)	(1.17)	(0.25)	(0.22)	(0.38)	0.30
	Average speed per hour		24.46	24.24	24.46	24.24	24.24	24.46	24.24	27.59	25.15	(20.20)

Westward trains are superior to trains of the same class in opposite direction.

Exceptions: No. 502 is superior to No. 503; No. 506 to No. 507; No. 510 to No. 511; No. 514 to No. 515; between Elderwood and Exeter.

Exceptions: No. 504 is superior to No. 505; No. 512 to No. 513; No. 154 to No. 69 between Exeter and Visalia.

VISALIA ELECTRIC RAILROAD CO.

Eastward — CITRO JUNC.—TERMINUS

TERMINUS—CITRO JUNC. Westward

Time Table No. 29

June 2, 1918

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations		Distance from Citro June.	STATIONS	Distance from Terminus
		Miles		Miles
0		0.0	**CITRO JUNC.**	1.64
			0.23	
30		0.23	**CITRO**	1.44
			1.41	
4		1.64	**TERMINUS** (Spur)	0.00
			(1.64)	

..... Time over District .....
..... Average speed per hour .....

SPECIAL INSTRUCTIONS

"SAFETY FIRST"

Watch Inspectors: S. P. Anderson, Exeter; Smith Bros., Visalia.

Bulletin Board: Located at Company substation, Exeter.

Company Surgeon: Dr. C. M. White, Visalia.

MISCELLANEOUS.

S. P. Co. Rules and Regulations of the Transportation Department, effective August 1, 1907, will govern on this line.

Rules 814 and 875 are modified to the extent that employes are required to report for duty at least five minutes before time set for departure of trains.

Power must be off while passing Circuit Breakers.

At Exeter and at Redbanks all trains will stop within fifty feet of Santa Fe tracks and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

Rule 83-A will not apply at stations not telegraph offices, or where operator is not on duty.

After changing ends on Motor cars and engines Motormen will make running test of air as required by Rule 11 of Rules Governing Air Brakes, etc.

Motormen will start trains only upon receipt of proper signal. See Rule 84.

In case of any trouble with equipment on cars or locomotives, requiring fixing or adjusting before they can be returned to shop for the necessary repairs, the pantagraph must always be lowered and securely locked before any attempt is made to remedy the trouble.

Motor cars or engines will not be left standing at any point unless the pantagraph is lowered, or car or locomotive left in the care of a trainman who is competent to take care of the equipment in case of fire or other accident.

In case a pantagraph is broken and it is found necessary to make use of hand trolley pole, the following precautions **MUST** be observed:

First, see that no portion of the broken pantagraph is in contact with the trolley wire; then arrange the parts of pantagraph so that no parts of it are in contact with the roof of the car or pipes leading to the pantagraph base; then securely attach wire of hand trolley pole to some metal portion of pantagraph base or parts attached thereto; then before bringing hand trolley in contact with trolley wire the operator **MUST** take such a position on top of car that he will not come in contact with any portion of broken pantagraph or wire of hand trolley pole.

SPEED RESTRICTIONS.

Passenger trains will at no time exceed 35 miles per hour.

Freight trains will at no time exceed 25 miles per hour.

Cars or engines shoving cars ahead will not exceed 15 miles per hour.

All trains will not exceed speed given below at points indicated:

Around curve to Redbanks Orchard Co.	10 miles per hour.
On straight track Redbanks Orchard Co. spur	15 miles per hour.
Around curve, Woodlake Junction	15 miles per hour.
On main track Citro Junction to Terminus	15 miles per hour.
Through Lemon Cove Yard	10 miles per hour.
Around Yokohl curve	15 miles per hour.
Around Merryman curve	10 miles per hour.
Inside of City Limits, Exeter	10 miles per hour.

JUNCTION SWITCHES.

Citro Junction switch will be set and locked for Woodlake main track.

Woodlake Junction switch will be set and locked for Rose St. main track.

Switch on south end of Wye at Exeter will be left set for next train to use switch.

TERMINUS BRANCH TRAINS.

No. 506 will go to Terminus for one or more passengers from points west of Merryman and will not leave Terminus (end of track) before 10:44 a. m.

No. 510 will go to Terminus for one or more passengers from points west of Merryman and will not leave Terminus (end of track) before 4:49 p. m.

No. 514 will go to Terminus and any point beyond Woodlake to discharge one or more passengers from points west of Merryman.

SPUR TRACKS AND SIDINGS NOT SHOWN ON TIME TABLE:

Name	Car Capacity	Distance from Exeter Miles
Pruner's Spur	2	.5
Goodale's Spur	3	10.0
Pogue Spur (Terminus Branch)	4	11.7
Sequoia Citrus Association Spur (Terminus Branch)	3	12.0
Ohio Lemon Co. Spur (Terminus Branch)	3	12.2
Sand Pit Spur	5	12.4
Beinhorn Spur	4	12.8

W. P. BALLARD,
Superintendent.

G. D. KENADY,
Trainmaster.

C. McILHERAN,
Dispatcher.